

A PIONEER INDIANA RAILROAD

The Origin and Development
of the Monon

By

FRANK F. HARGRAVE

Professor of Economics,
Purdue University

CONTENTS

	PAGE
INTRODUCTION	13
Rapid growth of Middle West from 1840-1850. Lack of adequate transportation facilities. Desire to unite Ohio River and Lake Michigan.	
I.	
CHARTERING THE NEW ALBANY AND SALEM	15
Need for better transportation between New Albany and Salem. Attempt of state to furnish a transportation system. Failure of the plan. Chartering the New Albany and Salem Railroad Company. James Brooks, first President.	
II.	
AMENDMENTS TO THE CHARTER	25
Need for extended charter powers. Right granted to change New Albany and Crawfordsville macadam road to a railroad. Surrender of Redemption right by the state. Right granted to build to any point or points in the state. Charter Amendments extending financial powers.	
III.	
METHODS OF FINANCING	33
Capital difficult to obtain. Stock sold to large numbers. Securing a right-of-way. Method of financing from town to town. Annual sales of stock.	
IV.	
THE BEGINNING OF CONSTRUCTION	47
Preliminary survey made. First construction contract. First ground broken. Employment of Irish laborers. Driving through the "Knobs". Excursion over mileage finished. Salem reached. Summary of railroad mileage in the state.	
V.	
LAYING THE FIRST TRACK	55
How flat bar track was laid. Failure of flat bar track and substitution of T-rail. Description of flat bar rail. Importation of rails. Routes for shipment of iron. Number and cost of rails used.	

	PAGE
VI.	
LOCOMOTIVES AND CARS	65
<p>Purchase of first locomotives. How they reached their destination. Wood burning locomotives. "Wood up" stations. First cars and manner of shipment.</p>	
VII.	
ON TO LAKE MICHIGAN	73
<p>Determination to reach the Lake. Sale of the Mooresville Branch. Contracts for building north of Salem. First financial report of mileage completed. Bonding the road.</p>	
VIII.	
FROM RIVER TO RIVER	87
<p>Arrival of first train at Orleans. Building to East White River. Bloomington reached. Selection of route to Gosport. Work finished to West White River.</p>	
IX.	
BUILDING THE CRAWFORDSVILLE AND WABASH	93
<p>Chartering the Crawfordsville and Wabash Railroad Company. Isaac C. Elston, first president. Letting the contract. Driving the first spike. Importation of rails. Arrival of first locomotive. The first car. The first excursion. Completion of the road. Surrender of ownership to New Albany and Salem.</p>	
X.	
BETWEEN THE LAKE AND THE KANKAKEE	105
<p>Refusal of charter to Michigan Central Railroad Company to build in Indiana. Agreement between New Albany and Salem and Michigan Central. Purchase of stock by Michigan Central. Battle between Michigan Central and Michigan Southern for passage through Indiana. Triumph of Michigan Central. First contract for building south of Michigan City. Character of country. The Kankakee crossed. Connection with Lafayette by stage coach.</p>	

XI.

TO THE BANKS OF THE WABASH 117

Controversy over right-of-way through Lafayette. Purchase of depot site. Completion of line from Crawfordsville to Lake Michigan. Horace Greeley's humorous account of trip over the road.

XII.

THE OHIO AND THE LAKE UNITED 127

Closing the gap. Driving the last spike. Difficulties overcome. First train to cross Indiana. The great celebration at New Albany. Cost of the road. Economic and social results.

XIII.

TRAINS AND TRAFFIC 147

Locomotives and passenger cars. The train crew. Life on the trains. Speed of trains. Use of the pass. Passenger and freight rates. Freight traffic. How trains were run without telegraph. Running excursions. Work of early express companies. Early mail service. Establishment of first telegraph line.

XIV.

DEVELOPMENT AND DECLINE 161

Unfinished condition of road. Lack of rolling stock. Net gains during first year. Assets and liabilities.

XV.

OPERATION BY TRUSTEE 169

Financial trials. Financial failure. Refusal of Court to appoint receiver. Road placed in hands of trustee. Resignation of President Brooks. Difficulties confronting trustee.

XVI.

THROUGH THE CIVIL WAR 183

Movement of military freight. Contract with Michigan Central to carry part of traffic. Revenue derived from military traffic. Damage sustained through Morgan's raid. Passage of Lincoln Funeral Train over the road.

XVII.

FORMATION OF THE MONON SYSTEM 193

Financial crisis following Civil War. Appointment of receiver. Organization of Louisville, New Albany and Chicago Railroad Company. Acquisition of Indianapolis, Chicago line. Failure and receivership. Incorporation of Chicago, Indianapolis and Louisville Railway Company. Development of the "Monon" System. Success at last.